



Merry Christmas



Our Annual Christmas Party, will be held at the Panorama Restaurant, 52860 IN 933 (old 31/33), just North of Roseland and the Toll Road on the East side of the street. Monday, Dec. 11 (meeting night) Time, 7PM (we'll wait till 7:30 to order) Let me know if you're coming and how many. I told them 15 to 20, but I can adjust that.

Planning to attend so far:

Ralph and Liz
Tom and Mary Warren
Dale and Mary Neddeau
Dick and Donna Haig
Bob and Connie Baird
Tom Gahan

Last Month:

8 members & 1 guest

- ◆ We approved the loan of our grills to the Freemasons, for next summers Red Bud TNT Race on the 4TH of July Weekend. (Jim Jacobson and John Klimek)
- ◆ Christmas Party. Ralph will make reservations at the Panorama Restaurant as approved by the members in attendance.
- ◆ A "Boardom Fighter" Chapter

project found little interest.

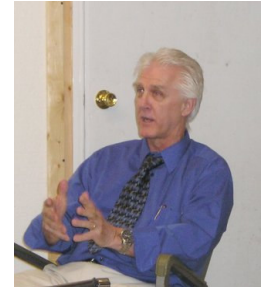
- ◆ Tom Troester is going to test fly a Jabaru.
- ◆ **Chapter News:**
- ◆ Jim Coffman is still waiting for hangar space at his new home town airport. He's on a list and hopes to have one soon. Meanwhile, he's still working on his RV in the hangar.
- ◆ Dick Haig's Beech is listed on eBay's aircraft auction. So far he has 20 bids.
- ◆ I would like to suggest, that we appoint some one to oversee hangar maintenance. There are some things that need fixing. The outside light bulb is burned out, there is a leak over the electrical panel, and some shingles are missing. If we let, these things go, they'll only get worse. Any volunteers?

This beautiful card was painted by Lonnie Sue Johnson. All of her other great flying cards and posters may be found and ordered at:
www.lonnisue.com/wcfarm/



The Prez Sez

By
Bob Baird



I'm really looking forward to our EAA Christmas party that will be held at the Panorama Restaurant in Roseland on December 11. It'll be a good experience to meet you all there and enjoy the Christmas holiday season together with pilots, buddies, with friends, and with the families of our friends. I'm going for a chocolate fudge sundae dessert. Cha Ching! The January meeting will probably be held somewhere besides the #865 hangar

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visit these web sites

- <http://www.internationalrobotics.com/>
<http://www.ultraflightradio.com/>
<http://www.eachapter865.org>

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so we can all be comfortable. We will have a speaker. I'll keep you posted and let you know where and when. I know of a pilot who was in flight ops in Desert Storm. He said he would love to come and give us a talk and he said he's got some great video of things that blow up and burn. He is an A-10 in the reserves and is an American Airlines pilot. In January we can begin to move forward on some of the old business. It seems there is a desire to make 865's hangar more user friendly. I personally like several of the ideas that were put forward. We need to expand on those proposals, make the plans and then git'r done. Recently I've come across a lot of experimental projects and some have been given to me and some are up for sale at a very attractive price, you can't pass it up, **DEAL**. So maybe we can get something cooking on this stuff. Well, it's up to the club to make decisions on some of this stuff. But it looks like we're going to have some fun! Aye? I'm also talking to the CAP (Civil Air Patrol) about a joint meeting with them and then doing some Young Eagles Flights with them. South Bend has a sharp outfit in the CAP and we can look forward to meeting some of them. We discussed doing this a couple meetings ago. So in finishing out I would like to invite you, when we have appropriate weather, to take you all flying in my Skyranger (one at a time). You're going to especially like it. For some of you it may be your first flight in a tail wheel airplane. You've got to love it partner! You will find that my Skyranger is really a fun plane to fly. Flying a tail wheel equipped airplane is a really different and fun experience. Also your feet get put to work in a tail wheel plane and they get a really good education concerning the rudder pedal that we often take for granted in a 172.

Merry Christmas to you all!

Bob Baird

More on the Skyranger

By Bob Baird

Well, as you recall, I had all kinds of worries after I bought the 1941 Rearwin Skyranger. There was so much I hadn't considered. I was worried about learning to fly a tail wheel airplane. I had heard so many stories of pilots being bitten by these nasty and unpredictable animals, my instinct was to stay away from the driver's seat. When I looked at the tail wheel hanging down on the end of that yellow fuselage it looked like a stinger on a wasp. It's something that bites pilot types and being too familiar with it is like standing too close to the tail of a stegosaurus. Furthermore, I was worried about the plane not having a starter, electrical system, lights or radios. I was worried about the wood in the wings and the overall concept of flying old iron, old engine, old everything that might bring a disastrous conclusion to my old gluteus maximus. I was losing sleep at night wondering if I had unwittingly purchased a leviathan or a pussy cat.

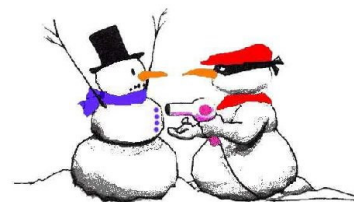
First Flight

Sam Heiter, manager of Corporate Wings FBO, commercial pilot, CFI/CFII extraordinaire, would be the first to fly the Skyranger. He's a fabulous pilot and instructor, and was the only one the insurance company would cover. Unfortunately, Bill Ortman was out of medical and BFR, so he could only give Sam verbal advice for the flight test. The insurance company stipulated that Sam would need to get 2 hours of solo flight in, and then would need to train me for 14 more hours. Then I would have to fly for 10 hours solo before I could

take any passengers up.

The Skyranger hadn't been off the ground since the last millennium, but now everything was ready to go, and Bill Ortman, who had rebuilt every piece of the airplane, was there to watch. She had a fresh annual by Michiana Aircraft. She was insured. She was preflighted and hand propped to a roaring start. In spite of all my concerns, I so much wanted to be on that first flight, but it was a thrill to see her taxi away from the hangar to runway 14 at 3TR, power up and go. And go she did! A few trips around the pattern and then she disappeared out of sight from the airport, and we waited. Then after a long wait--I mean a long, long wait--Sam and the Skyranger returned. Sam was all smiles. Bill was thrilled to see the Ranger in the air again. Sam reported that all was great with the plane and only a door handle came loose and fell off along with a single nut from the overhead area. Bill, with his dry humor said, Well! I've had this plane for 25 years and you bring her back in pieces.

In the next newsletter I want to tell you why I want to take everyone in the club for a ride in the Skyranger for some stick, rudder and tail wheel time. I want to tell you some of the great things Sam taught me, even though I'm a dull-minded student in the cockpit. I have learned some great stuff and have become a better pilot because of the Skyranger, thanks to Bill Ortman, Randy Rentz, Dale Neddeau and Sam Heiter.



A Tribute to My Brother,

Jeff Chapman

by John Chapman

Ed. Note: John is a member of the Barfing Dogs, ASC #1, based at Wolverton Field

The early days of ultralight clubs here in Michiana involved the Renegades based at Bill and Susan Wolverton's and The Flying Circus based at several airports in northern Indiana. Eventually, in 1991 I believe, the clubs merged to form the Michiana Barfing Dogs and my brother, Jeff, was one of those original Dogs from Indiana.

This year, 2006, has been a hard one for the club with Bill Wolverton passing away in January. This month, Jeff Chapman passed away after a short battle with a terrible form of pancreatic cancer. Jeff was a surgeon and was known in these parts as the Crazy Doc for several years. He earned the nickname with his flying antics and general enthusiasm for competition and fun-flies. Once, while doing a version of the candy drop at his local airport, Jeff made the mistake of buying full-sized candy bars and when he dumped them out, the kids were running for their lives instead of diving for the candy! Luckily nobody was hurt and the kids were pleasantly surprised by their large treats!

Please forgive me for not getting the word to you sooner. It was a whirlwind week beginning Friday, November 10 and it is still hard to believe that it happened. I spoke at Jeff's funeral which ended with an 8-minute video of Jeff sharing his cancer experience and his Christian testimony. It was powerful yet bittersweet. He was able to accomplish many goals in his last months including speaking at his medical school, Wayne State University and taking a long Upper Peninsula motorcycle trip.

I told several funny flying stories about Jeff and I'd like to share them with you. Some of you may remember when we all flew into Watervliet for one of their fly-ins, Bill and Jeff had been experimenting with a new armament for their ultralights. Jeff had two pvc tubes attached to the struts beneath his right and left wings. At the rear of the tubing, there were two holes drilled and a dowel was pushed through those holes. The dowel was tied to a rope that went to the cockpit. Jeff couldn't wait to try his new contraption out so he sneaked out of the hangar and took off. The place was packed by this time and before long, loud

banging noises could be heard and they were getting louder. They came in quick succession like a fast hand clap. What Jeff had done was release 10-15 tennis balls from each tube on the row of hangars and onto the large hangar where we were all eating. Pilots were diving for cover while others were running out to see what had just attacked them. We all had the last laugh though since Jeff chose a wet spot on the runway to land and taxied his Flightstar up to the crowd with water and mud dripping from head to toe!

Another time and at another fly-in at Watervliet, Jeff was going to follow me home and fuel up there so he could make it the rest of the way home to Hastings. I took off first in my Challenger II and Jeff followed me in his Flightstar. He was with me for the first half of the trip but when I glanced back to check on his position, he was gone. I should have circled but I thought he could make it the rest of the way to my house without me. I was wrong and I began to worry after several minutes of waiting for him at my runway. Eventually the phone rang and Jeff exclaimed, "I ran out of gas!" I asked him where he was and after asking the landowner, he told me. He ended up in a cut corn field about 8 miles northwest of my place so I headed there in the truck with a couple of cans of gas. While he fueled up and checked things over, I pulled a couple of rows of 12 inch corn stalks out of the ground for about 400 feet to help him get out of the field. Several minutes after he took off he faded out of view to the east as the sound of his Rotax hummed along softly.

Jeff went on to fly the big planes and he earned his Instrument license. He flew to New York City, Dallas, Texas; Jackson, Mississippi and many other places for business and pleasure. This summer he asked me to help him find a Maxair Drifter two-seater.

He found out about his illness just as we were looking seriously for a plane. Jeff and his wife, Kristen came with Linda and me to the Winter Dinner last year to honor Bill's memory and he really enjoyed seeing some old friends and meeting some new ones. He was a flying enthusiast and an adventurous soul. Fly on Jeff...

HOLIDAY TIP#37



NEVER CATCH SNOWFLAKES WITH YOUR TONGUE UNTIL ALL THE BIRDS HAVE GONE SOUTH FOR THE WINTER.



Calendar of Events

- Dec. 11- Chapter Christmas Party, Panorama Restaurant, 7PM
- Jan. 1, 07- Hangar Over Lunch, Nappanee Airport
- April 17 to 23- Sun 'N' Fun, Lakeland FL
- July 23 to 29- AirVenture, Oshkosh WI

FOR DETAILS ON ABOVE EVENTS CALL RALPH @ 269-684-0972

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